

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4015. 號一十月五年六十七百八千一英

HONGKONG, THURSDAY, MAY 11, 1876.

日八十月四年子丙

Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill. GORDON & GORDON, 121, Holborn Hill, E.C. BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DRACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—Sutton, QUEEN & CAMPBELL, Amoy, GILES & Co., Foochow, HEDEN & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., Manilla, C. HEINER & Co., Macao, L. A. DA GRAA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 21ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 Francs, 8 Sterling, 3,200,000 RESERVE FUND, 20,000,000 Francs, 800,000

HEAD OFFICE.—14, Rue Bergère, Paris. LONDON AGENT.—144, Leadenhall St., E.C.

AGENCIES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the office.

CHIEF DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BEILLON, Esq. Deputy Chairman.—AD. ANDRÉ, Esq. J. F. CORDES, Esq. S. V. POMEROY, Esq. H. HOPPIUS, Esq. F. D. SASSOON, Esq. A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq. Manager. Shanghai, EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance. On Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,

Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 17, 1876.

HONG LISTS.

THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

Notices of Firms.

NOTICE.

I have this day authorized Mr J. Y. V. SHAW to sign my name per procurator. A. MACG. HEATON. Hongkong, January 1, 1876.

NOTICE.

THE Interest and Responsibility of Mr EDWARD WHITALL in our Firm ceased on the 30th April last. We have authorized Mr HERBERT SMITH to sign our Firm.

JARDINE, MATHESON & Co. Hongkong, May 1, 1876. my15

NOTICE.

THE Underigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS. E. C. RAY. Bank Buildings, Hongkong, February 3, 1876.

NOTICE.

WE have Established branches of our Firm at Haiphong and Ha Noi. Mr E. CONSTANTIN is authorised to sign by procurator in Tonquin.

LANDSTEIN & Co. Hongkong, December 31, 1875.

NOTICE.

THE Interest and Responsibility of Mr J. ALABOR in our Firm ceased on the 31st December last. The Business will be carried on under the style of MEYER & Co.

MEYER, ALABOR & Co. Hongkong, April 29, 1876. my29

NOTICE.

THE Underigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNS. 1, Club Chambers, Hongkong, April 20, 1876.

For Sale.

JUST RECEIVED, Ex French Mail Steamer "MEI-KONG."

YELLOW CHARTREUSE, (pints and quarts), extra fine SALAD OIL, from (Beasde, Marseilles).

Imperial FRUITES, in Glass Jars.

Sicilian NUTS.

JAMS, JELLIES & FRUITS, assorted.

Fine French SAUSAGES, in 1 lb. tins.

Assorted FATS for SOUP.

French CANNED, assorted, Nos. 1 to 5.

French NAVY SOAP.

Marseilles SAUSAGE, { Quite Fresh.

LYON SAUSAGE, {

MESS PORK in barrels of 100 lbs. or by retail.

CHAMPAGNE VINEYARD PRODUCE.

PRIMEURS' BRANDY.

BISQUIT Dubouché BRANDY.

St. Emilion Dinner CLARET.

Haut Hauterne, WHITE WINE.

ANCHOVIES, in oil.

Superior CLARET, bottled by the Underigned, \$2 per doz.

TUNNY FISH, in oil.

Superior WHITE VINEGAR.

TAPIOCA.

Julienne SOUP, in 1 lb. tin.

TRUFFLES.

MACARONI & VERMICELLI.

French extra fine TOMATOES.

Just Landed Ex S. S. "A.F.A."

PEPPER, quarts and pints.

BENEDICTINE, quarts and pints.

French CLAY PIPES.

Raspberries extra fine LIQUOR.

French Smoked HAMS.

SOLENO BEANS.

VANILLA.

CLARET from Bordeaux.

" " Marseilles.

" To Suit Purchasers.

Raspall's GENUINE LIQUOR from Paris.

Fine White BREAD, in loaves and rolls, manufactured from the finest California Flour, and in the Parisian fashion.

F. VINCENT, French Bakery, No 2, Peel Street. Hongkong, May 3, 1876. je2

NOTICE.

HONGKONG IOE COMPANY.

ON and after this Date, the Price of our IOE will be ONE CENT per Pound.

KYLE & BAIN. Ice Depot, Duddell Street, Hongkong, May 4, 1876. my15

NOTICE.

TUDOR COMPANY.

ON and after this Date, the Retail Price of our NATURAL IOE will be ONE CENT per Pound.

JOHN F. HORGAN, Agent. Tudor Ice House, Hongkong, May 4, 1876. tl.

For Sale.

SAYLE & Co. have opened their first delivery of New Goods for the coming Season, to which they invite special attention.

Ladies' and Children's Ready-made Costumes in a variety of Styles.

Morning Wrappers in Embroidered Linen, Printed, Cambric, White Brilliante and Muslin.

French Toilet Jackets.

Richly Embroidered Cambric Skirts.

A Large Assortment of Dress Materials in all the newest designs.

French Millinery of the latest fashions.

Boys' Holland Suits & Pinafores.

Ladies' Underclothing.

Ladies' and Children's Boots and Shoes.

Also,

A fresh supply of the "Little Wanzler" Sewing Machines.

Agents for Hongkong.

SAYLE & Co.,

VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

FOR SALE, HYDRAULIC PRESS, with Fittings, complete.

For particulars, apply to RUSSELL & Co. Hongkong, May 10, 1876. my24

JUST PUBLISHED.

"BRITISH OPIUM POLICY."—By F. S. TURNER, B.A.—Price \$3. Hongkong: LANE, CRAWFORD & Co. May 10, 1876. my17

ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference.

BY WILLIAM FREDERICK MAYERS.

Price: \$3.

Shanghai,.....KELLY & Co.

Hongkong,....."CHINA MAIL" OFFICE.

NOTICE.

THE Underigned, having been for 18 years in this port as Ships' Comrades and Stevedores, has always on hand

FOR SALE.

First Class Tea Ballast, at 55 cents per ton. Second, " " 50 " " Blue Stone Ballast, " " 35 " " Stone Ballast, " " 30 " " Coals for discharge, " 6 " " Ing Rice, " " 7 " " Coals for discharge, " 7 " " Ing General Cargo, " 7 " "

Also,

Fresh PROVISIONS, Oilman's STORES, Paints, Oil, &c., &c. can be had at more moderate rates for Shipmasters than anywhere else at this port. If any Shipmasters require my services, they will please hold No. 57, Praya West (between the Canton Steamers' Wharves).

AH YON,

Ships' Comrades and Stevedores. Hongkong, May 2, 1876. au2

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya, on

FRIDAY,

the 12th May, 1876, at Noon,—Jams, Jellies, Raisins, Tapioca, Tart Fruits, Baking Powder, &c. Cotton Socks, Stockings, Linen Handkerchiefs, Sheath Knives, Tooth Brushes, Assorted Sents in Gilt Out-glass Bottles, Toilet Soap, Violet Powder, Pomatum, Cosmetics.

EHP (in diamond) 6 cases Port Wine. 5 " Claret. 100 Twisted Barrel Cavalry Carbines. 10 Revolvers.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, May 10, 1876. my12

Intimations.

THE MEDICAL HALL,

37, Queen's Road, Hongkong. ESTABLISHED 1853.

TH. KOFFER, Proprietor. Hongkong, April 28, 1876. ap28

HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS,

38, Queen's Road,

NAUTICAL INSTRUMENTS,

CHRONOMETERS,

&c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. tl.

AH YON,

SHIPS' COMRADE AND

STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF

COAL, WATER, BALLAST, FRESH

PROVISIONS & OILMAN'S

STORES

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

KRUPP'S CAST STEEL WORKS,

Essen (Germany).

Sole Agent for China,

F. PHIL,

HONGKONG, SHANGHAI, COLOMBO

(Germany).

IN CONSEQUENCE OF THE REDUC-

TION OF THE PRICE OF THE

"SHANGHAI COURIER AND

CHINA GAZETTE,"

IT WILL BE THE

CHEAPEST DAILY PAPER IN CHINA

and, as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO

ADVERTISERS

IS OBVIOUS.

NOTICE.

P. & O. S. N. COMPANY.

THE "HINDOSTAN," leaving here with the Mails of the 20th May, and subsequent Mail Steamers, until further notice, will proceed direct to Southampton.

A. MOIVER,

Superintendent.

Hongkong, May 8, 1876.

HONGKONG, CANTON, AND MACAO

STEAMBOAT COMPANY,

LIMITED.

FROM and after WEDNESDAY, the

10th instant, and until further notice,

the Steamer "POWAN" will run between

HONGKONG and MACAO on alternate days,

leaving HONGKONG on Tuesdays, Thursdays

and Saturdays; and MACAO on Mondays,

Wednesdays and Fridays, at 9 a.m.

By Order,

P. A. DA COSTA,

Secretary.

Hongkong, May 8, 1876.

Shipping.

Steamers.

FOR NAGASAKI, KOBE AND

YOKOHAMA.

The Steamship

"OXFORDSHIRE,"

C. P. JONES, Commander, will be

despatched as above on SATUR-

DAY, the 13th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents. Hongkong, May 10, 1876. my15

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"ANTENOR"

will be despatched on or

about the 25th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents. Hongkong, May 8, 1876. my28

Shipping.

Steamers.

FOR SINGAPORE AND PENANG.

The Departure of the S. S.

"NORDEEN"

as above is unavoidably

Postponed until FRIDAY,

the 12th instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, May 10, 1876. my12

FOR MANILA.

The Steamship

"ESMERALDA,"

Captain THORP, will be

despatched, as above on

SATURDAY, the 13th instant, at Noon.

For Freight or Passage, apply to

A. MACG. HEATON,

Agent. Hongkong, May 9, 1876. my13

FOR BANGKOK.

The German Steamship

"QUARTA,"

HAYE, Master, will be despatched

To-day's Advertisements.

CASTLE LINE OF STEAMERS.

FOR HANKOW (DIRECT.)

The Steamer "CAWDOOR CASTLE" will be despatched for the above Port on SATURDAY, the 13th Instant, at Noon.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 11, 1876. my13

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLA" will be despatched for MARSEILLES via SINGAPORE, &c., on SUNDAY, the 14th May, 1876, at 11 a.m.
For Freight, apply to
G. DE CHAMPEAUX,
Acting Agent.
Hongkong, May 11, 1876. my14

CASTLE LINE OF STEAMERS.

FOR FOCHOOW (DIRECT.)

The Steamer "BRAEMAR CASTLE" will be despatched for the above Port on or about the 17th Instant.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, May 11, 1876. my17

FOR SWATOW, AMOY & FOCHOOW.

The Steamship "NAMO," Capt. G. T. Westoby, will have immediate dispatch for the above Ports.
For Freight or Passage, apply to
DOUGLAS LAFLAICH & Co.,
Hongkong, May 11, 1876.

FOR SHANGHAI.

The Steamship "GALATEA," R. Boehme, Master, will have immediate dispatch as above.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, May 11, 1876.

FOR LONDON.

The A British Clipper Barque "HOPE," Capt. Boulton, will load here for above Port, and will have immediate dispatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Hongkong, May 11, 1876.

S. S. GALATEA.

FROM HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that their Cargo is being landed and stored at their risk into the Godowns of the Under-igned, whence delivery may be obtained. Goods remaining in store after the 18th Instant will be subject to rent.
Optional Cargo will be forwarded on, unless applied for by the Consignees before 4 p.m. To-day, the 11th Instant.
Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.
Hongkong, May 11, 1876. my18

RUSSIAN S. S. TCHIHATCHOFF.

SAPONOFF, Master, FROM LONDON via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Under-igned, from whence delivery may be obtained.

Consignees wishing to take their Goods from the boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 19th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given before Three o'clock this afternoon.

Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
Hongkong, May 11, 1876. my19

FURNITURE WAREHOUSE.

A. H. KING & Co. beg to inform the Public that their "Furniture Show Rooms" are now in Zealand Street, No. 2, opening into Queen's Road, next to the Comptoir d'Escompte de Paris, where they have all descriptions of ELEGANT and ENGLISH-MADE FURNITURE, necessary for completely furnishing a Gentleman's Residence.

A. L. O. CHINESE and JAPANESE CURTAINS, FINEST BRONZE CARVED TABLES and CHAIRS of every kind may be had on reasonable Terms.

Hongkong, May 11, 1876. no12

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALMA, German barque, Capt. Lehmayet.
Melchers & Co.

LIEZIE, British barque, Captain John Inokay.
Broadbent, Anthony & Co.

TARTAR, German brig, Capt. Kaemena.
Melchers & Co.

OTAGO, British barque, Capt. Stadden.

LEONORA, German barque, Captain Matzen.
Wm. Pustau & Co.

MARGARITA, British ship, Capt. Owens.
Vogel, Hagedorn & Co.

HOPE, British barque, Captain Boulton.
Gibb, Livingston & Co.

COMET, American ship, Captain William B. Bray.

WILLIAM MANSON, British barque, Capt. G. King.
Adamson, Bell & Co.

LOTUS, German S.M. Schooner, Captain H. Schieler.
Edward Schellhans & Co.

BRUNN WILF, British ship, Captain J. Brunnhwaite.

WOLAN, German barque, Capt. Meyer.
Wm. Pustau & Co.

To-day's Advertisements.

FOR LONDON.

The A British Clipper Barque "BRITISH CROWN," W. Andrews, Master, having the greater part of her Cargo engaged, will have quick dispatch as above. The Ship is now ready to receive Cargo. For Freight, apply to
MEYER & Co.,
Hongkong, May 11, 1876.

SHIPPING.

ARRIVALS.

May 11, Ningpo, British steamer, 761, Rayner, Shanghai May 6, General.—SIEMSEN & Co.

May 11, Galatea, German steamer, 1289, R. Boehme, Hamburg March 25, via ports of call, and Singapore May 5, General.—SIEMSEN & Co.

May 11, Cyclop, German gunboat, 360, 6 Guns, 80 Horse-power, Von Reiche, from a cruise.

May 11, Tschitchoff, Russian steamer, 1556, Saponoff, London March 17, via Ports of call, and Singapore May 5, General.—WM. PUSTAU & Co.

May 11, Lord MacDuff, British barque, 527, Alex. MacDonald, Saigon April 28, Rice and Sundries.—CHINESE.

May 11, Thermopylae, British ship, 948, Matheson, Sydney March 28, Coal.—ADAMSON, BELL & Co.

May 11, Papa, German barque, 750, Pascho, Liverpool Jan. 6, Coal.—SIEMSEN & Co.

May 11, Minna, German barque, 456, Thuren, Keelung May 7, Coal.—WM. PUSTAU & Co.

May 11, Norma, British steamer, 606, Walker, Swatow May 10, General.—KWOK ACHONG.

DEPARTURES.

May 11, Thingalla, for Saigon.

11, Douglas, for Coast Ports.

11, Asia (French), for Singapore.

11, Altona, for Saigon.

11, G. S. b. Cyclop, for a cruise.

11, H.M.S. Egeria, for Hainan.

11, Rajanathannur, for Bangkok.

CLEARED.

Asia (Danish), for Saigon.

Venice, for Hankow.

PASSENGERS.

ARRIVED.—Per Ningpo, from Shanghai, Mr and Mrs Jordan and 2 children, Mrs Polignand and 2 children, 27 Chinese, and 20 shipwrecked native seamen.

For Galatea, for Swatow, Mrs Plesadoff; for Shanghai, Mr S. Ritter von Fries (Austrian Lieut. of the Aust. forces), and for Hongkong, Mr Harding and 93 Chinese.

Per Tschitchoff, 3 Cabin for Shanghai.

Per Norma, 100 Chinese.

DEPARTED.—Per Thingalla, about 200 Chinese.

Per Douglas, for Swatow, Rev. J. Lamont; for Fochoow, Messrs H. B. Smith, W. L. Hunter and Geo. Oliver, Mr and Mrs Masfen, and Mr A. W. Walkinshaw; for Shanghai, Major Brodigan.

Per Rajanathannur, 1 cabin and 20 Chinese.

TO DEPART.—Per Asia, for Saigon, 20 Chinese.

SHIPPING REPORTS.

The German steamer Galatea reports: fine weather throughout the passage.

The Russian steamer Tschitchoff reports: from Singapore experienced fine weather with heavy confused sea.

The British barque Lord MacDuff reports: left Saigon 27th ult. and Cape St. James 28th. Experienced light N.E. wind and calms until the 8th inst. in Lat. 10-40 N. and Long. 112 E., when encountered very strong gale, commencing at N.N.E. veering round by N. to N.W. with a heavy cross sea. The British barque E. M. Young left Cape St. James in company with us bound for this port.

The British steamer Norma reports: strong N.E. and E.N.E. winds and cloudy weather throughout.

The British ship Thermopylae reports: Had fine weather until the 8th inst., when experienced strong S.E. winds and misty weather with a falling glass. At about 8 a.m. on the 9th wind freshened rapidly, but blew steadily from the S.E. until noon, when it began to veer to the southward, and about 1 p.m. was blowing well from the westward. Between 3 and 5 p.m. the gale was at its height, when we lost our fore-top-sail. At 7 p.m. the wind moderated, and at midnight had moderately strong breeze with heavy cross sea.

The German barque Papa reports: had moderately fine weather to Mendora Straits when experienced strong S.E. winds. On Monday the 8th the breeze freshened and at night had to shorten sail, and on Tuesday morning it was blowing a gale and the glass was still falling, ran before it under reefed fore-sail. The wind veered from S.E. round by South to W.N.W., the glass having meantime fallen to 29.20. At 2 p.m. weather moderated and wind fell away before night to almost a calm with heavy confused sea. When the gale commenced we were in lat. 18.50 N., and long. 117 E., and when it fell calm our lat. was 21 N., 115 50 E.

The German barque Minna reports: had fine weather until the night of the 8th, when a little to the northward of Breaker Point experienced a strong gale which commenced from the E.N.E. and went round to N.W. round by North. Shipped large bodies of water which stove in our starboard bulwarks, washed away one of our boats and several casks, small spars &c. Ship labouring heavily. Hove to under close-reefed main top-sail. Some two of three large spars on deck got adrift, and the Captain and one of the crew were injured, but not seriously, by their coming against their legs.

CARGO.

For S. S. Agamemnon, from Hongkong for London, sailed 8th May, 1876.—809,855 lbs. Congou, 1,844 lbs. Scented Orange Pekoe, 4,200 lbs. Scented Capet, 25 pkgs. Silk Piece Goods, 88 pkgs. Waxed Silk, 30 pkgs. Cans, 50 pkgs. Star Aniseed, 80 pkgs. Essential Oils, 126 pkgs. Matting, 86 pkgs. Chinaware, 851 pkgs. Preserves, and 50 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

FOR SWATOW.

Per JEDDAH, at 10.30 a.m. To-morrow, the 12th inst., instead of as previously notified.

FOR MANILA.

Per BOROGON, at 11.30 a.m. To-morrow, the 12th inst., instead of as previously notified.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

FOR SINGAPORE & PENANG.

Per NORDEN, at 2.30 p.m. on Friday, the 12th inst., instead of as previously notified.

FOR HANKOW.

Per CAWDOOR CASTLE, at 11.30 a.m. on Saturday, the 13th inst.

FOR NAGASAKI, KOBE, AND YOKOHAMA.

Per OXFORDSHIRE, at 11.30 a.m. on Saturday, the 13th inst.

FOR BANGKOK.

Per QUARTA, at 2.30 p.m. on Saturday, the 13th inst.

FOR HAINAN & CANTON, Overland.

Per JEEBEEHOX, at 5 p.m. on Saturday, the 13th inst.

FOR SINGAPORE, CEYLON, ADEN, SUEZ, EUROPE, AND THE UNITED KINGDOM.

Per VOLGA, at 9 a.m. on Sunday, the 14th inst.

MAILS BY THE FRENCH PACKET.

The French Contract Packet MEIKONG, will be despatched on SATURDAY, the 13th May, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria.

Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked Paid to Galle only; they will go on from Galle as unpaid. The following will be the hours of closing the Mails, &c.:—

Friday, 12th May.—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

Saturday, 13th May.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late Letters.

11.10 a.m., Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payment of a Late Fee of 15 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

General Post Office, Hongkong, April 28, 1876. my18

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet CITY OF PEKING will be despatched on MONDAY, the 15th Instant, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes.

2.30 p.m., Post Office closes may be posted on board the Packet with Late Fee of 12 cents extra postage until

2.50 p.m., when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be registered through, but only to San Francisco (8 cents.)

The following are the charges on Correspondence thus sent:—

Per half ounce.

Edinburgh U.S. Stamp 2 cents.

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence, ... 8 3

Aspinwall, Bermuda, Bogota, Carthagena, Costa Rica, Cuba, Curaçao, Fiji, Greenland, Jamaica, New Granada, Nicaragua, Panama, ... 8 5

West Indies, ... 8 6

Hawaii, Newfoundland, ... 8 10

Guatemala, Mexico, Salvador, Venezuela, ... 8 10

Batavia, Geyland, Guiana, Honduras, Martinique, Santa Martha, Turin Island, ... 8 12

Brasil, ... 8 15

Bolivia, Ecuador, Chili, Peru, Argentine Confederation, Buenos Ayres, Paraguay, Uruguay, ... 8 23

Newspapers (not over 4 oz.) 2 4

Books, &c., per 4 oz. 6 10

Any articles found enclosed in Newspapers or Book Packages (as silk scarves, jewellery, &c.) will be detained.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 1, 1876. my18

MAILS BY THE ENGLISH PACKET.

The English Contract Packet HINDOSTAN, will be despatched with the Mails for Europe, &c., on SATURDAY, the 20th inst.

The following will be the hours of closing the Mails, &c.:—

Friday, May 12.—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, May 20.—

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters, Registry of Letters ceases.

10.15 a.m., Letters may be posted on payment of a Late Fee of 15 cents extra postage until

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi to Singapore may be posted on board the Packet on payment of a Late Fee of 45 cents extra postage.

11.50 a.m., Posting on Board ceases.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 9, 1876. my20

General Memoranda.

SATURDAY, May 13:—

Noon.—Emeralda leaves for Manila.

Noon.—French Mail leaves for Ports of Call and Europe.

Noon.—Oxfordshire leaves for Nagasaki, Kobe and Yokohama.

Noon.—Cawdor Castle leaves for Hankow (direct).

3 p.m.—Quarta leaves for Bangkok.

SUNDAY, May 14:—

11 a.m.—Volga leaves for Marseilles via Singapore, &c.

MONDAY, May 15:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

9 p.m.—Meeting of Zetland Lodge.

TUESDAY, May 16:—

Goods per Archier undelivered after this date subject to rent.

WEDNESDAY, May 17:—

Braemar Castle leaves for Foochow (direct) on or about this date.

THURSDAY, May 18:—

Goods per Galatea undelivered after this date subject to rent.

FRIDAY, May 19:—

Goods per Tschitchoff undelivered after this date subject to rent.

THURSDAY, May 25:—

Anchor leaves for London on or about this date.

THURSDAY, June 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer Oceanic leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—Norden leaves for Singapore and Penang.

Auctions.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the China Mail has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour.

Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the Mail amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to
GEO. MURRAY BAIN,
China Mail Office.

The publication of this issue commenced at 7.25 p.m.

BIRTH.

At Shanghai, on the 5th inst., the Wife of Mr EDMUND R. BARNES, Seamen Road, of a Son.

DEATH.

On the 11th May, at Shamsen, Canton, the infant Daughter of ALEXANDER C. LEVINSOHN, Esq.

THE CHINA MAIL.

HONGKONG, THURSDAY, MAY 11, 1876.

The communication we published yesterday from an Official of the Customs' Service at Canton, commencing upon a leader that appeared in this journal with reference to the spy system established, or at all events, promoted by the Hoppo in this Colony, should not be passed over without a few remarks. It appears to us that the communication materially strengthens the remarks we made on this most objectionable system—for it is a system upon the writer's own showing. In the first place it is admitted by this Official that informers are in the habit of visiting the Customs' officers, for he says, "Of course he (Wong Apang) had often to speak for Captain Palmer with informers." It is not a matter of the slightest importance whether or not Wong Apang had direct instructions to look out for informers in the sense of searching for them; informers in a general way do not require much of a look out to be kept for their coming under such circumstances as these, and it is quite sufficient to know that part of Wong Apang's duties was to act as interpreter between them and the Captain. The writer's chief point seems to be that the Customs' Service have no paid spies in the Colony. We did not say they had paid spies, in the sense of men receiving a regular salary; and as the writer very candidly points out the paying of special men as informers would tend to defeat the objects in view. An informer would speedily get known for what he was, and particular care would soon be taken by the parties most interested that he had little information to give. The Officials of the Canton Customs' Service are far too quick-witted to commit such a blunder as establishing a salaried staff of spies in this Colony—they know there will be no lack of informers if they pay them well out the "piece work" system, and that information can be obtained much more readily in this way. There seems to be no doubt that the informers are paid for the work they do, for the writer adds, "They know that if their information is good and leads to the detention of smugglers, that they get a percentage on

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, THURSDAY, 11th MAY, 1876.

Merchant Vessels in Hongkong Harbour.
Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *s*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Arratoon Apar	5 c	Mactaviah	Brit. str.	1392	May 10	David Sassoon, Sons & Co.	Saigon	daylight
Asia	4 k	Molsen	Dan. str.	883	May 5	Siemssen & Co.	Saigon	
Bombay	4 k	Smith	Brit. str.	1337	April 11	P. & O. S. N. Co.	Yokohama	Mails
Bramar Castle	4 c	Marshall	Brit. str.	1485	May 5	Adamson, Bell & Co.	Foochow	
Cassandra	3 k	Langer	Ger. str.	1419	May 1	Jardine, Matheson & Co.	Hankow	K'loong Dock
Caydor Castle	...	Craig	Brit. str.	5079	April 29	P. M. S. S. Co.	Yama & S. F. Cisco	Mails
City of Peking	3 h	Mauzy	Amer. str.	552	May 9	Gilman & Co.		
Duna	4 k	Thomson	Brit. str.	1389	May 10	Siemssen & Co.	Shanghai	
Galatea	5 c	Boshme	Ger. str.	997	May 8	Romedios & Co.	Amoy	To-morrow
Gunga	3 c	Grewer	Feh. str.	994	May 6	Gee Cheong Hong	Swatow	
Jeddah	5 c	Clark	Brit. str.	1660	May 10	Captain		
Killarney	3 c	O'Neill	Brit. str.	701	May 1	Yuen Fat Hong	Bangkok	
Kjobenhavn	6 k	Paulson	Dan. str.	1413	May 7	Gilman & Co.	Foochow	
MaeGregor	5 c	Grainger	Brit. str.	1010	May 10	Messageries Maritimes	Marseilles, &c.	Mails
Meikong	5 k	Foache	Feh. str.	1146	May 6	H. Kier	Foochow	To-morrow
Montgomeryshire	4 k	Sturrock	Brit. str.	778	May 2	Jardine, Matheson & Co.	S'apora and Penang	13th inst.
Norden	4 c	Jensen	Dan. str.	1228	May 2	Jardine, Matheson & Co.	Japan Ports	
Oxfordshire	4 k	Jones	Brit. str.	17	May 7	Romedios & Co.		Laid up
Pasig	3 c	Lopez	Span. str.	280	June 18	Aug. Heard & Co.		
Pawtuxet	4 k	.....	Amer. str.	1122	May 9	Jardine, Matheson & Co.		13th inst.
Penguin	5 c	Cowell	Brit. str.	713	May 7	Wm. Pustau & Co.	Bangkok	To-morrow
Quarta	2 h	Haye	Ger. str.	174	May 2	Vogel, Hagedorn & Co.	Manila	
Sorsogon	4 k	Lizarza	Span. str.	1726	May 9	Messageries Maritimes		
Tanais	5 k	Reynier	Feh. str.	1556	May 11	Wm. Pustau & Co.	Shanghai	
Tchihatchoff	5 c	Satonoff	Russ. str.	2000	April 29	Jardine, Matheson & Co.		
Vasco de Gama	7 c	Ries	Brit. str.	1270	May 2	Jardine, Matheson & Co.	Foochow	
Venice	8 c	Watson	Brit. str.	960	April 26	Messageries Maritimes	Marseilles	Repairing
Volga	5 c	Nomdedeu	Feh. str.	324	June 9	Kwok Acheong		
Xottung	2 h	.....	Brit. str.	324	June 9	Kwok Acheong	Honolulu & S. F. Co.	
Sailing Vessels								
Alden Besse	3 c	Noyes	Amer. bk.	842	Mar. 10	Rozario & Co.		
Alma	8 h	Lehmeyer	Ger. bk.	385	April 26	Melchers & Co.		
Anna	4 k	Jessen	Ger. bk.	1496	May 9	Wm. Pustau & Co.		
Annie Fish	2 c	Hiffes	Amer. sh.	812	May 5	Vogel, Hagedorn & Co.		
Belted Will	3 c	Branthwaite	Brit. sh.	812	May 5	Vogel, Hagedorn & Co.		
Brema	4 c	Pimpe	Ger. bk.	380	May 2	Wielar & Co.		
Brigitte	4 c	Keroger	Feh. 3m. ss.	370	May 2	Russell & Co.		
British Crown	7 c	Andrew	Brit. bk.	448	April 27	Lammert, Atkinson & Co.		
Cap Horn	1 h	Green	Ger. bk.	401	April 22	Wm. Pustau & Co.		
Caroline Behn	1 h	Schmidt	Ger. bk.	673	April 24	Siemssen & Co.		
Catherine Marden	8 h	Marden	Brit. sch.	287	April 30	Wm. Pustau & Co.		
Chas. O. Leary	3 c	Stephen	Amer. bk.	844	April 24	Captain		
Cheng Soon	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Christina A. P.	3 c	Federico	Amer. sch.	175	Jan. 8	Order		
Columbia	2 h	Solano	Brit. bk.	344	May 1	Russell & Co.		
Comet	6 h	Bray	Amer. sch.	1157	April 23	Tudor Company		
Commissary	8 h	Hunter	Brit. sh.	900	April 23	Eduard Schellhass & Co.		
Corinne	8 h	Gorman	Brit. bk.	395	April 25	Wielar & Co.	Keelung	
F. H. Jessen	4 c	Rasmussen	Ger. bk.	275	May 2	Wm. Pustau & Co.	London	
Fano	4 k	Norby	Dan. bk.	397	April 21	Eduard Schellhass & Co.	Nicolavoski	
Feiga	4 k	Christiansen	Dan. bk.	316	April 23	Eduard Schellhass & Co.	Nicolavoski	
Flensborg	2 h	Koedt	Dan. bk.	330	April 30	Eduard Schellhass & Co.	Tientsin	
Flodden	3 c	Murdoch	Brit. bk.	377	May 3	Jardine, Matheson & Co.	Australia	Repairing
Franz	4 c	Hildebrandt	Brit. sch.	148	Dec. 18	Frazar & Co.		
Gustav Adolph	4 c	Oehlmann	Ger. bk.	272	April 30	Eduard Schellhass & Co.		
Hieronymus	8 c	Beahl	Ger. bk.	400	May 7	Siemssen & Co.		
Hope	...	Boulton	Brit. bk.	454	April 29	Vogel, Hagedorn & Co.	London	K'loong Dock
Iphigenia	4 c	Matzen	Ger. bk.	464	April 24	Wm. Pustau & Co.		
Jerfalcon	2 k	Bentley	Brit. sch.	287	May 1	Gilman & Co.		
Jonathan Chase	4 c	Curtis	Amer. bk.	693	Mar. 20	Vogel, Hagedorn & Co.	San Francisco	
Kvik	3 c	Lorang	Norw. bk.	400	April 27	F. Degenaar		
Lizzie	4 k	Inokay	Brit. bk.	385	May 2	Broadbear, Anthony & Co.		
Lochiel	2 k	Ewen	Brit. sch.	216	May 3	Eduard Schellhass & Co.		
Lord MacDuff	4 c	MacDonald	Brit. bk.	527	May 11	Chinese		
Louisa	3 k	Shierloh	Ger. sch.	240	May 6	Eduard Schellhass & Co.	Ohefoo	
Louisa Marie	3 k	Laine	Feh. bk.	553	May 2	Landstein & Co.		
Madagascar	8 h	Speason	Ger. bk.	289	May 3	Melchers & Co.		
Margarite	4 k	Owens	Brit. sh.	604	Mar. 17	Vogel, Hagedorn & Co.	San Francisco	
Marquis of Argyll	2 k	McKeon	Brit. bk.	500	April 10	Rozario & Co.	Melbourne & Sydney	
Miss Killmanegg	8 c	Finlayson	Brit. bk.	229	May 8	Jardine, Matheson & Co.		
Mount Lebanon	8 h	Hall	Brit. bk.	580	April 23	Rozario & Co.		
Naworth Castle	8 h	Linklater	Brit. bk.	354	April 30	Wielar & Co.		
Otago	3 c	Snadden	Brit. bk.	436	April 26	Captain		
Otter Caps	8 c	Morday	Brit. bk.	582	May 8	Arnhold, Karberg & Co.	Java	
Pallas	3 c	Lueders	Ger. bk.	493	April 21	Wm. Pustau & Co.		
Prince Arthur	4 c	Wells	Brit. bk.	296	April 25	Siemssen & Co.		
Racehorse	2 h	Olsen	Siam. bk.	387	May 10	Siemssen & Co.		
Ricea Genova	3 c	Cummins	Brit. bk.	626	April 24	Arnhold, Karberg & Co.	Wanglam	
Rota	1 c	Hansen	Dan. sh.	862	May 8	Jardine, Matheson & Co.		
Scotia	4 c	Duncan	Brit. bk.	321	May 4	Eduard Schellhass & Co.		
Shalimar	3 k	Cotter	Brit. sh.	1596	Mar. 30	Russell & Co.	San Francisco	
Swallow	8 c	Hoves	Amer. sh.	1399	April 23	Order		
Vidal	4 k	.....	Feh. bk.	408	May 6	Melchers & Co.	Bangkok	Repairing
Vindex	8 h	Parkhouse	Brit. bk.	290	May 3	Order		
Wealthy Pendleton	1 c	Blanchard	Amer. bk.	809	Mar. 30	Captain		
William Manson	8 h	King	Brit. bk.	366	May 5	Adamson, Bell & Co.		
Wodan	3 k	Meyer	Ger. bk.	439	May 7	Wm. Pustau & Co.		
WHARFBOAT								
Charter Oak		Smith	Amer. sh.	963	May 4	Vogel, Hagedorn & Co.	New York	
Marie Heydorn II		Muhlmann	Ger. bk.	286	May 5	Wm. Pustau & Co.	Tientsin	
Presto		Laidman	Brit. bk.	393	May 5	Arnhold, Karberg & Co.	Tientsin	
Tartar		Kaemona	Ger. bk.	256	April 28	Melchers & Co.		
Vancouver		Shaw	Brit. str.	2923	April 29	Jardine, Matheson & Co.		
Victor		Sorensen	Norw. bk.	247	May 3	Eduard Schellhass & Co.		
CANTON								
Ningpo		Rayner	Brit. str.	761	May 11	Siemssen & Co.	Shanghai	
Yangtze		Schultze	Brit. str.	783	May 8	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Africa	6 c	Portug.	troopship	900	...	...	May 8	Capt. Marques
Cyclop	6 k	German	gunboat	360	6	80	May 11	Von Reiche
Flamer	4 k	British	aux. naval hospital	.....	...	...	.....	D. M. Insp. Gen. Morgan
Keatsarge	6 k	American	corvette	638	6	500	April 20	F. V. McNair
Keatrel	6 h	British	gun vessel	462	4	100	Mar. 15	F. B. Theobald
Mesance	7 h	British	military hospital	2591	...	...	.....	Capt. Becker
Mosquito	7 h	British	gunboat	295	4	60	April 13	R. H. Paul
Thistle	6 h	British	gun vessel	464	...	...	Feb. 27	Francis Stirling
Victor Emanuel	6 h	British	Commodore's flag-ship	3087	2	...	.....	Commodore Farlan
At Canton								
Palos		American	gunboat	306	...	...	April 18	W. R. Bridgeman
Yantic		American	gunboat	410	3	285	.....	R. S. McCook

FOOCHOW SHIPPING IN PORT.

April 29, 1876.

Chun Sheng	British steamer
Cuba	for Shanghai
Fa Sheng	British steamer
Lapwing	British gunboat
Yang Woo	Chinese corvette
*Yesso	for Hongkong

SHANGHAI SHIPPING IN HARBOUR.

May 2, 1876.

MERCHANT STEAMERS.	
Aden	Chinese
Antenor	British
Columbian	British
Europe	British
Fire Queen	American
Formosa	British
Fujiyama	American

Galley of Lorne	British
Glenearn	British
Haining	British
Hanyang	British
Hindostan	British
Hirado	American
Hochung	Chinese
Honan	American
Howsang	Chinese
Hupah	American
*Meikong	French
*Ningpo	British
Olympia	German
Pauting	American
Shanghai	British
Swatow	British
Szechuen	American

Szechuen	.....
Tokio Maru	Japanese
Viking	British
Yehain	Chinese

MERCHANT SAILING VESSELS.	
Cutty Sark	British ship
Ellen Browas	British barque
Hodwig	Swedish barque
Rideman	British barque
Rita	Spanish barque
Wm. Van Name	for New York

MEN-OF-WAR.	
Atalante	French iron-clad
Charybdis	British corvette
Bremk	Russian gunboat
La Clocheterie	French corvette
Monocacy	American corvette
Surprise	French gunboat

* Shes left port, or arrived at Hongkong.

very good prospects. The French Bishop and his Secretary are about to renew their attempt to cross the border."

RETURN of Visitors to the City Hall Library and Museum for the week ending May 10th, 1876:—

	European.	Chinese.
Thursday, May 4th.	131	518
Friday, 5th.	100	323
Saturday, 6th.	92	287
Sunday, 7th.	261	—
Monday, 8th.	48	443
Tuesday, 9th.	94	68
Wednesday, 10th.	76	448

Totals, 800 2037
Grand total, 2,837.

INQUEST.

The following is a continuation of the evidence taken yesterday in the enquiry concerning the death of the Chinaman who was scalded by the bursting of the super-heater of the *Kinsan*:—

Captain A. Carey, master of the steamer *Kinsan*, was next examined:—On the morning of the 6th I left Hongkong as usual at 8 o'clock for Canton. About 20 minutes after starting, there was an explosion of the boiler, about 20 feet from the engine house. The saloon was filled with steam and smoke. I left the mate in charge of the wheel, and sent below to ascertain what was wrong. It was impossible for me to go into the main deck on account of the smoke and steam. There was a heavy sound of explosion, accompanied by a shock. We then cleared our boats; the *Ishang* stopped and remained by. Two Chinamen from excitement jumped overboard, and were picked up by those on board the *Ishang*. I made signal to the *Ishang* to come alongside. She did so, and the Chief Engineer had previously to this reported to me the explosion of the boiler. The *Ishang* then took over our passengers. The fire-room was filled with hot water. I should estimate the number of passengers from 300 to 400, judging from average. I do not know that any other passenger was injured in any way. There was one scalded (not the deceased). I saw him sitting in a chair in the saloon deck and I sent him to Hospital. He is there still. The deceased was lying in the fore peak near the small hatch. He was dead then. My attention was called to him by some Chinese. This was after the passengers had been up, and took charge of his property, which I handed over to Inspector Brimes. One Bremen had his foot scalded by hot water, and the Chief Engineer his hand. There are all who were injured, so far as I know. There was no damage to property. I have been in command of this steamer for the last 37 months continuously. I was not in Captain's Moon Pass; had I been there, the ship would have gone ashore, as I had no control over the steamer, and she would have been drifted ashore. The *Ishang* began to run on the river on the 18th August. Previous to that the usual pressure was 21 lbs. Since the *Ishang* began to run, we have been running on 27 to 28 lbs. My orders from Captain Sands, the Marine Superintendent, were to beat the *Ishang*, but not to endanger in any wise the lives of the passengers. Since the beginning of this year, the nominal pressure was 25 lbs. We have not been racing; in fact there was no racing at all, because even with 24 lbs. steam we could beat her by an hour. On the day in question, I gave no orders to the Engineer to put on extra steam. We have no rule for the periodical examination of the boilers, or to report thereon, but the boilers were supposed to be looked to. I believe the Chief Engineer made an examination once a week, but I don't know that myself; there was no regulation. In November last, a steam pipe burst and the passengers were transferred to the *Ishang*.

The witness Lee Ayow was recalled. He confirmed the evidence he had given before. The steam came out of the door in the engine-room and blinded everybody. The deceased told me to run, and every one ran. The smoke and steam was so great that nothing could be seen. There was a great rush for the ladder to the upper deck. I saw no one hurt, because I was choked. I returned in the *Kinsan* because I had to look after the deceased. I was very slightly burned by the boiling water on the nose. The inquest was adjourned till the 12th at 4 p.m.; the Jury, after about twenty minutes' deliberation, could not come to a verdict. The Court did not rise till past 7.30 p.m.

SWATOW.

May 10th.

The British steamer *Rigu* left here on the 2nd with about 750 coolies for Singapore. The British steamer *Glenartney* left on the 3rd for Shanghai; thence she proceeds to Hankow to load Tea for London. The Norwegian bark *Regulus*, from Chefoo, arrived on the 2nd, the Brit. three-masted schooner *Augusta* left on the 4th for Chefoo. The British steamer *Estepora* left on the 6th for Saigon and comes direct back. On the 7th the British steamer *Savona* from Shanghai via Amoy, the German steamer *Olympia* from Shanghai and the British steamer *Flintshire* from Shanghai via Amoy arrived. The *Caribbrooke* arrived from Amoy on Monday. The British steamer *Rajah* came in on Sunday from the wreck of the *Japan*; it is reported that they have got some of the treasure, and have ordered treasure boxes to be made to take out when they leave, which will be in a couple of days. The new Commissioner of Customs, Mr C. Hannan, arrived by the *Namoa* on the 4th, and took charge on the 6th, also the new Acting British Consul Mr H. A. Giles, who took charge on the 6th, as well of the French Consulate. The British bark *Oscar Vidal* has been chartered for Tientsin, Newchwang and back, at 50 cents per piol, and the Brit. brig *Lunan* for Newchwang and back, at 25¢ cents per piol.

cul. The *Hastings* leaves in a couple of days for your port, when I believe she will be chartered for Home from Cobu or Illoilo. The British ship *Channel Queen* leaves to-day for your port to fill up for London. Mr T. Walters, our late Acting Vice-Consul, left on Monday in the *Yesso* and proceeds to Takao, Formosa. Yesterday we were visited with a very strong gale from N. to N.E. with heavy rain; towards the afternoon the barometer commenced to fall and at 5 p.m. it was down to 28.50; the steamers in harbour got up steam, and several vessels sent down their royal yards, and a few of the vessels dragged their anchors. We have heard of no accidents as yet, except of a few roofs of unfinished buildings being blown down. The *Caribbrooke* was to have left yesterday for Singapore, but on account of the "blow" was detained until to-day. The gale abated about 1 p.m. this morning and the wind went round through to the S.W. and is now blowing strong with fine weather. Some of the residents and Captains of vessels say we shall hear of some typhoon having occurred somewhere near by.

Police Intelligence.

(Before James Russell, Esq.)
May 10, 1876.

ALLEGED CONSPIRACY TO DEKAUD.

This case was continued to-day. Mr Brereton appeared for the prosecution. Mr Kingmill, instructed by Mr Denny, appeared for the defence of Mr Duncan, and Mr Handley, instructed by Mr Holmes, for Mr Rozario.

Mr James Liddell was recalled:—(A document put into his hands; it was a return of the measurement of the timber in stock. The witness had referred to it in his last examination, but the contents could not be formally proved.) The document shewn me and marked J, bears my signature, and shews teak-wood expended from 31st December 1875 to 16th February 1876, in-lustre.

Mr Brereton: What else does it shew other than the entries of wood consumed? Mr Kingmill: No, ask what else does it shew. Mr Brereton said the subsequent portion of his question was so closely connected with the subject that it could only make the question more intelligible.

Continued:—It also shews the balance of teak wood on 31st December 1875. Mr Kingmill having examined the document, said the stock book should have been produced. The document only purported to be an extract from the book. Continued:—The amount of wood in stock on the 16th February was 1970 cubic feet, while the expenditure was 2484 cubic feet. Mr Russell observed that in a case of this importance we ought to have the best evidence, the evidence of those who were employed in the measurement.

Mr Brereton said it was impossible to get hold of those men now. Continued:—I did not ascertain the actual measurements myself on the 16th February, but I accepted the results from Mr Rozario, who handed the return to me. The same teak-wood as that existed on the 16th February, less what has been used in the Dock, and of which an accurate account can be given, is now in the Dock. I have measured the quantity of teak wood in stock and found that there are 1718 cubic feet in stock. I ascertained the quantity used since 16th February. I think it is about 145 cubic feet, but am not sure.

Mr Jesus, the present chief clerk, was called in to shew the book in order to verify the quantity expended. (Book scrutinized by counsel.) The whole quantity consumed was 169 feet between the 31st Dec. 1875 and 16th Feb. 1876.

Mr Russell to Mr Liddell: Is that what you have made out to be the amount used? Witness: There is a difference of about 70 feet.

Mr Russell: Then we ought not to take that. You cannot say that what was served out for the use of the *Cheriot* and the *Amoyan* *Apar* was all used up or not.

After calculations, there appeared to be a difference of 82 feet, and Mr Brereton explained that allowance must be made for the waste in cutting up wood.

Continued:—I have ascertained that the wood in stock on the 31st December 1875 was about 1890 feet in round numbers.

By Mr Kingmill:—At present the second clerk is keeping the stock-book. He has been keeping that book four or five months continuously. A man named Driver used to keep it before him; Driver was an assistant clerk or third clerk. He has gone to England now. He left eighteen months ago. A man named Pies kept it between the time Mr Driver left and the time Mr Gomes undertook it. Mr Pies was an assistant clerk, and had more wages than the second clerk, Mr Gomes. He was formerly Chief clerk at Whampoa, but getting sick, he was removed to Kowloon, as the climate suited him better there. Driver had been keeping the stock-book about twelve months before he returned home. He left because he complained of having too little wages. He had not said so to me, but he expected a larger salary in China when he left home. The entries in the stock-book were made up from the day-books. There were more clerks than one who kept the day-book, to who is to make the entries in the day-book, it is always under the supervision of the chief clerk. There are small indent books issued to foremen of the different departments. Each foreman, when he wants anything from the stock-keeper, fills up a form and sends it to the stock-keeper, who files it. His duty is to hand the files of vouchers daily to the chief clerk, whose duty it is then to make the entries into the day-book. The vouchers are then bound up and filed. The vouchers should contain everything received and everything used, including teak-wood. The routine for drawing timber is for one of the carpenters to apply to the stock-keeper. The chief stock-keeper was a Chinaman, and he was under the chief clerk.

Mr Kingmill: Supposing wood is required for a particular job, what is the mode of getting it supplied?

Witness said the foreman in charge of the work looked out for the most suitable place and got the Chinaman to measure the quantity taken. The only means there were of verifying the quantity taken were the returns of the foremen. There were no vouchers kept for wood taken for other stores. When the memo. for wood was signed by the Chief Officer of a ship for the use of that ship, that would be a sufficient check for the purpose of rendering the account to the ship. It was for the purpose of protecting the ship.

Mr Kingmill: If a piece of timber is to be cut, who is to give that order? Witness: No, I Carpenter.

Mr Kingmill asked what was done with the cuttings left from the plank, and was the ship charged for the whole plank. Witness said the ship was charged for the whole plank, if it was very near the size wanted. If it was very far from the size, then the ship was charged for what was furnished.

Continued:—When the wood is supplied and paid for by the foot, the clerk superintends the measurement. In other cases, a Chinaman carpenter takes the dimensions and makes a return to the Chief Clerk. A special man is told off for measuring wood; there may be two men told off in the same day sometimes. There is no one employed in the Dock specially in charge of the timber. If anybody, I suppose it is myself. There is a stock account of the timber kept; it is taken from the day-book.

Mr Kingmill: Do you often look at the stock-book? Answer: No, unless one might want to find out anything. I don't generally refer to the book to see the receipt and expenditure.

Mr Kingmill: Did you ever call for that stock book? Answer: No, I have not.

Mr Kingmill: Then of your own knowledge you cannot speak accurately as to the state of any of the articles in the stock. Answer: I might, from casual observation. The Company had teak-wood in stock on the night of the typhoon, 22nd September 1874. It was stored in the same shed as Mr Duncan's, only on one side.

Mr Kingmill: How many piles of teak wood were in that shed, or stacks, if you like? Answer: I don't know what you call a pile.

Mr Kingmill: Never mind. I call it a pile of planks and a stack of logs. Answer: I don't know what you mean by pile. What constitutes a pile? There was one stack of planks formed called Riach's lot. There were other lots of planking formed. The Company's teak-wood on that day consisted of logs, planks and crooks to the best of my recollection. Some of the stack known as Riach's lot remained after the typhoon. The remnants were 9 or 10 feet high.

Mr Kingmill: Have you any notion of the height of the stack previous to the typhoon? Answer: I think it was higher than what remained.

Mr Russell said this was a very ingenious answer. Witness: I think it was 12 feet high. Mr Kingmill: Have you any distinct marks on the wood belonging to the Company? Answer: Yes, Sir, but I don't remember it. All teak-wood coming to the Colony is marked. The Company's special mark was not on the Company's teak-wood.

Mr Kingmill: Was there any distinctive mark on Riach's wood? Witness: Ah! Riach's wood was on one side. Continued:—I cannot say whether the wood on the side of the stack remained there the next morning. The top of the stack was flat and measuring. A quantity of teak-wood which had been in the shed the day before was found lying jumbled in the dock. There was a considerable quantity. I should fancy that the wood lying jumbled about in the dock consisted of a portion of both lots in the shed.

Mr Kingmill: Was there much work in the Dock after the typhoon? Witness: Yes, there was a good deal. Many ships came into Dock.

Mr Kingmill: Was there much teak wood used? Witness: No; not much.

By Mr Handley:—Rozario was formerly the chief clerk. His duty was chiefly office duty, indoor duty. He had charge of all the stores. It was not his duty to superintend the mechanical work. I think it was his duty to measure the wood.

Mr Handley: Was it his duty to measure the wood? Witness: Yes, but not to carpenters. He was to measure new stock.

Mr Handley: How was it Mr Gomes measured Riach's lot? Witness: It was not the Company's wood. I don't know who measured it.

Mr Russell: Do you know as a matter of fact that Mr Rozario superintended the measuring of that wood? Witness: No, I did not see him about the place when the wood was being measured by the Chinese.

Continued: Document L is in the handwriting of Mr Gomes, Mr Jesus and Mr Rozario. Mr Jesus came from Aberdeen to help Mr Rozario.

Mr Handley: Were not the accounts made up from the materials furnished to Mr Rozario by the heads of the different departments? Witness: No, the foremen, engineers and carpenters have nothing to do with stock taking.

Mr Handley: Did not A-wood and Boyer take the weights and measurements of the stock? Witness: Yes.

Re-examined by Mr Brereton: A-wood and Boyer took the weights and measurements under the supervision and direction of R. zario.

Mr Brereton: Had the Company any timber in or about that shed of a similar kind to that which formed Riach's lot? Mr Kingmill: Now I object to that. It is supplementary of a direct examination. It does not arise out of cross-examination.

Mr Brereton: It does arise. Mr Russell upheld Mr Kingmill's objection, and Mr Brereton would not press the question.

Mr Brereton proposed to put in a plan of the Dock which had been prepared by Mr W. Wilson.

Mr Kingmill, while admitting the correctness of the plan, did not feel justified in accepting it without proof in a criminal case.

Mr Wilson was then examined. I am a civil engineer and an architect. The document I have in my hand is a plan of the ground and premises of the Dock at Kowloon belonging to the Hongkong and Whampoa Dock Company. It is an accurate map as the Dock now stands. I measured the thing out yesterday.

Mr Liddell was recalled and re-examination by Mr Brereton was continued. (Plan having been put into his hand, witness marked the place where the matched had existed before).

By the Court:—I remember the timber forming Riach's lot being brought into the Dock. I don't remember how many logs there were.

In the course of the examination of this witness, Mr Russell said he happened to go over to Kowloon yesterday on an inquest, and had seen the place where the shed which contained the wood had been.

Continued:—The stack of wood was called Riach's lot because I understood that it was stored there for him. He is not now in the Colony, having gone to Shanghai. I cannot say whether the marks on our wood are the same as those forming Riach's lot. There were marks on the wood by the exporters. I think we had no planks stored in the same shed as Riach's. There were crooks, but how many I cannot say. I should think we had about 20 crooks in the shed. We had also 15 to 20 logs. We collected the wood after the typhoon. We could only distinguish the planks because we had more of the same. When the planks were restored, I believe the stack was not restored to its former height. I do not know how much had been lost. I cannot swear that any logs were lost. I believe there were none lost. To the best of my knowledge, some crooks were lost, eight I think. Some of our cut-up teak logs were lost. We had about 60 or 70 4-inch teak planking destroyed or broken—at all events rendered unserviceable. Mr Duncan made no enquiry as to the loss of Riach's timber. There was very little teak used after the typhoon, until the *Lenor* and *Abney* were placed in our hands. There was at least 2000 cubic feet of teak belonging to the company lying in the shed previous to the typhoon. The books will shew the various works which had been done in which teak was used. I had orders from Mr Duncan to report on the losses from the typhoon, and I handed the memo. to Mr Rozario. This was four or five days after I got the order, or about ten days after the typhoon. I don't recollect any expression of surprise on the small loss of timber. I was told that the wood of Riach's lot was passed over to the Dock Company.

Mr Russell: Who told you that it had been passed to the Company? Witness: I knew it had passed from what Mr Rozario told me; I knew there was something about it in the accounts.

Mr Russell: How, I ask you, when was this passed and under what circumstances? Witness: Nobody told me, but I knew it had passed over.

Mr Russell: Under what circumstances? Can you shew any authority? Witness: No; I knew it was passed when I saw it in Aing's account.

Mr Russell: If you had no authority why did you use the crooks at all? Witness: I don't know that I had used any crooks at all, not those crooks certainly.

Mr Russell: Did you use any of the logs? Witness: We did not use any till some time afterwards.

Mr Russell: You passed Aing's account? Witness: Yes.

Mr Russell: You observed there was an item of 3049 feet of timber? Witness: Yes, and I understood it had been passed over to the Company.

Mr Russell: Did you use any of the crooks mentioned in the accounts for January?

Witness: No, not for some time after. Mr Russell: Except these two items for teak-wood in Aing's account, had you ever seen any item in Aing's account for teak-wood before?

Witness: No, Sir.

Mr Russell: Now you were the superintendent of the dock and the superior of Mr Rozario, did you accept his statement that the wood had been passed over into Aing's account, and you made no objection?

Witness: Yes.

Mr Russell: Have you any knowledge of any of the crooks having been used? Witness: I have not.

Mr Russell: Have you any knowledge of the crooks having been passed over? Witness: No, I have not. There are 12 crooks in the yard.

Mr Russell: Then you must have used some of the crooks in Riach's lot, there being so many of them as 94?

Witness: We must have used some of Riach's crooks. I thought there was only one lot sold, and that the crooks were included in the 3,049 feet given in April's pay list.

Mr Russell: How long have you been sole manager there?

Witness: I don't know that I am manager yet; I have never been confirmed. I was at first appointed at \$175 a month and house. I am now receiving \$250. I had been receiving \$50 for doing some of Mr Duncan's work and some of Capt. Minto's. I got this \$50 extra from Capt. Minto. I got it \$175 from the Dock. The extra allowance I got of \$50 ceased when a permanent Secretary was appointed. Mr Duncan's confirmation as Secretary, I got an increase of \$25, but lost on the whole \$25 a month, as I was paid only \$200 a month instead of \$225 when Mr Duncan was not yet confirmed. After Duncan's confirmation, I applied for \$225 a month, and I spoke to Mr Duncan two or three times about it, and he told me that in two or three months I would get an increase.

Witness: I got the increase of \$25 and all the arrears since the time the allowance of \$50 had been stopped. I got the increase about three years ago. I am now receiving \$250, and have been receiving it for a year and a half. I did not get any back pay on this increase. My next increase was from the 1st May 1875. The logs were taken over in April 1875.

Mr Russell: Did you expect Mr Riach to make a claim for the wood?

Witness: I don't know.

Mr Russell: Was there any bill in reference to it?

Witness: There was a bill for coolie-hire and boat-hire.

Mr Russell: Who paid it? Witness: It has not been paid yet.

Continued:—Bill A has my signature as having received the timber. Bill B also bears my signature. They were not presented to me for signature as having received on behalf of the Company the logs and crooks as mentioned in Aing's account, before payments were made. Any person reading the documents would understand that I certified the goods mentioned there to have been supplied by Aing. I knew at that time, when I signed the April account 1875, that Aing had not supplied that timber.

Mr Russell: And yet you signed it without any note or explanation? Witness: Yes.

Continued:—In the January account, I see the initials of one of the Directors ("R. D.") which are the initials of Mr Deacon. There are other initials; "J. S. L." I believe. They are the initials of another Director, Mr J. S. Lapraik. In the April pay list, there are the same initials. The list contains an item for 3049 cubic feet and is signed by me.

Mr Russell: Mr Liddell, I see there is an omission of some salary which has been put in. In whose writing is it?

Witness: That is in the hand-writing of Mr Gomes. It is certified to by myself and initialed by the Directors. (It was a drawing for book salary for March and April at \$25 each).

Mr Russell: Is it your duty to decide what sort of timber is wanted?

Witness: It is my duty to do so, and I indicate it for it as for anything else. The requisitions go to the Secretary. These requisitions were formerly submitted to the Directors.

Mr Russell: How do you know?

Witness: Because there is a space in the form for the approval of the Directors. I mean the old form. Before the purchases were made, the Directors used to see the requisitions, which, whether approved or not, never came back to me. If approved, the Secretary was to get the things required. There is an account kept of what is indicated for; there is a counter-foil. It is not often we have to indent for timber. We sometimes get stores without their being indicated for, such as a cargo of wood might be sent there from England and other places. I don't remember having indicated for the wood bought of Mr Deane in February and March. Our requisition book would shew it.

Mr Russell: If you indent for everything, how is it Aing has been supplying Main? Witness: Sometimes, when we wanted things very urgently, I told the Chinese to get it, with sanction of course. I have told Aing two or three times to get a log, and he brought it.

Mr Russell: That being the case, the directors had no means of knowing whether what you certified as having been supplied had been supplied or not.

Witness: No.

Mr Russell: Then the directors must take your word.

Witness: They take the word of the Secretary too.

Mr Russell: That is to say if he looks into the account. Now as the manager of the place, is it not your business to look into everything?

Witness: If I were to look into every account, why, I need do nothing else.

Mr Russell: Then how did you observe the item for \$3049 in the April account?

Witness: It struck me as a large amount.

Mr Russell: Did you make any remonstrance?

Witness: No, I did not.

Continued:—I now produce the requisition, marked L. I received all those things. Mr Kingmill observed that this indent was not signed by any director, nor by the Secretary.

Witness said it was not.

Mr Russell then proposed an adjournment. He had an inquest at 4.30 p.m., and they had been sitting continually till 4 o'clock now.

The day of adjournment formed the subject of discussion.

Mr Brereton asked for postponement till to-morrow.

Mr Kingmill said he could not come, as he had some work which he must put through to-morrow.

Saturday was next proposed, but it was equally inconvenient to Mr Kingmill. He said the prosecutor's case could not suffer, as it could not possibly be tried at the next Sessions.

Finally it was arranged to adjourn the case till Monday next, at 11 a.m. Mr Duncan's bail was extended.

Mr Handley applied for bail for Mr Rozario. He urged that there was no evidence against him. Mr Liddell had testified that the wood had been passed over, and that Mr Rozario was simply making out the list, and under the orders of his superior.

Mr Russell: There is an application for Mr Rozario; what do you say to it, Mr Brereton?

Mr Brereton: Well, I must oppose it. Mr Russell observed that the question really was what should be the duty of a Magistrate in securing the presence of a man charged before him. He could not say what evidence would be produced, but all he could say was that there was enough before him to justify him in doing what would secure the defendant's appearance. He could do no more than note Mr Handley's application for bail, and that it was refused.

CORRESPONDENCE.

ANOTHER NUISANCE.

To the Editor of the "CHINA MAIL."

Hongkong, May 11, 1876.

SIR,—My last letter to you was about the "Sniffle." We are favored with along the Praya; this one is about "whistling," and alludes to the truly deafening row kicked up by the innumerable Steam-launches that now go screeching and tearing about the harbour. We are favored with a choice selection of whistles. There is one old puffler in particular, which I am sure must be in the last stage of Asthma, for it sends forth the most extraordinary sounds imaginable; in the early morn when it first gets up, it begins to "spit" in its insane but energetic efforts to whistle; it is really quite painful to hear the efforts made by this antiquated steam pipe to get up a decent whistle. I feel quite sorry for it; it must strain itself horribly; and it generally ends by a violent fit of coughing.

Then again we are favored with a shrill whistle; this is extraneous; you instinctively turn round expecting to see a locomotive running into you. Next there is a whistle which is something between the Asthmatical and Whopping cough; this is a kind of variation whistle; the Engineers are, I believe, trying to teach it "And lang syne!" it knows a good deal of that already. But the whistle of all whistles is the melancholy one; whenever I hear that I always think of my latter end (hope it will be peaceful!) it has such a sweet tone and is so musical.

Seriously, however, now that the Steam-launch traffic in the harbour there should be some regulations framed with regard to the above, and also with regard to the "Sniffle of the Dock." At the present time

two launches meeting or crossing, neither will get out of the way, but as soon as they get within whistling distance they begin, each determined not to go out of its course, until they nearly touch and then both sheer off and at the same time let out an angry screech. The end of this racing, tearing and devil-may-care driving will be a collision or a blow up, fatal to the people on board and horrifying to the residents of Hongkong. Every Steam-launch, especially Ferry boats entirely manned by Chinese, ought to be compelled to undergo a periodical inspection, and rules should be laid down giving explicit directions as to which side Launches are to pass—each other, up or down or across the harbour.

Yours &c.,

PRAYA.

China.

SHANGHAI.

(News.)

Fourteen Chuanas took their departure last night (8th May) for Hankow, per str. *Shanghai*, being the first batch of the annual exodus.

In the rockery in the native city, a flower show was opened on the morning of the 4th May, to be continued on the 5th and the 6th. It varies somewhat from the foreigner's idea, however, as only one description of flower is exhibited—the *lan* *wha* or Spring Beauty. Crowds of admiring natives thronged the place all day, and seemed to enjoy the exhibition very much. The flowers are placed in groups on neatly made stands, and their fragrance is very agreeable, especially after the abominable odors one has to encounter ere reaching the rendezvous.

We desire to call attention to a communication in another column, from the committee of the Shanghai Museum, appealing for pecuniary aid to enable the institution to be kept open. We believe the appeal cannot be otherwise than successful, for to allow so instructive and interesting a collection to fall through for want of pecuniary support, would certainly not be consonant with the wishes of

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILIA, PORT SAID, NAPLES,
AND MARSEILLES;

Also,
BOMBAY, ST. DENIS AND PORT
LOUIS.

ON SATURDAY, the 13th May, 1876, at Noon, the Company's S. S. MEIKONG, Commandant FOACHE, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Species and Parcels until 3 p.m. on the 12th May, 1876. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, May 8, 1876. my13

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on MONDAY, the 15th May, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, April 15, 1876. my15

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco, via Yokohama, on THURSDAY, the 1st June, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freights will be received on Board until 4 p.m. of 31st Instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, May 1, 1876. jcl

For Sale.

FOR SALE.

200 Casks CLARET from BORDEAUX.
Apply to
LANDSTEIN & Co.
Hongkong, March 10, 1876.

FOR SALE.

1 VERY Handsome PHAETON.
1 Set Double HARNESS, nearly new.
1 Set Single HARNESS.

Apply to
L. MALLORY,
No. 2, St. John's Place.
Hongkong, April 10, 1876.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.

CHINA MAIL OFFICE.

DUO DE MONTEBELLO CARTE
BLANCHE CHAMPAGNE.
Quarts, \$15 per case (1 dozen).
Pints, \$16 " " (2 " ")
6 per cent. discount on 25 cases.

Bourbon WHISKY.
\$12 per case (1 dozen).

For Sale by
HEARD & Co.
Hongkong, June 24, 1876.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash. ALL the Profits of the Underwriting business pro rata to amount of premium contributed.

RUSSELL & Co.,
Agents.
Hongkong, July 9, 1873.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Vessels in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class lives up to £1000 on a Single Life.

For Rates of Premiums, terms of proposals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. E. OUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of
His Majesty King George The First,
A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sum not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLIPHANT & Co.,
General Agents.
Hongkong, April 17, 1873.

YANGTZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co.,
Agents.
Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 8, 1874.

Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, £500,000.

THE Underigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.
Hongkong, September 6, 1875. jyl

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of \$10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.
Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Intimations.

WANTED TO PURCHASE.

CHINA REVIEW—
Complete Set of Vol. I.
Six Dollars will be paid for the above.

Nos. 1 and 2, Vol. I.
No. 1, (2 copies) and No. 2, (1 copy)
Vol. II.

One Dollar will be given for each of the above Nos.

Apply to the Publishers,
CHINA MAIL OFFICE.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED, OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Underigned, having been appointed Agents in Hongkong for the above Company, are prepared to issue Policies of Marine Insurance at current rates, payable in London, India, Australia, New Zealand, Straits, Mauritius, Java, Manila, China, Japan, California, &c., &c.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876. jcl

NOTE.—By the Company's Articles of Association it is provided that, after payment to the shareholders of a dividend of 10 per cent. per annum, one fourth of the residue of profits will be rateably divided amongst those Insurers out of whose business profits have been made during the year.

STAFFORDSHIRE FIRE INSURANCE COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Underigned, having been appointed Agents in Hongkong and Shanghai for the above Company, are prepared to issue Policies of Fire Insurance at current rates.

ADAMSON, BELL & Co.
Hongkong, March 24, 1876. jcl

Now Ready.

THE CHINA REVIEW,
Vol. IV., No. 4.

Annual Subscription, postage included, \$6.50.

CONTENTS.

Essays on the Chinese Language.
The Folklore of China.
Pao-ssai: The Cleopatra of China.
An Introduction to a Retrospect of Forty Years of Foreign Intercourse with China.

One Page from Choo Foo-tai.
The Expedition of the Mongols Against Java in 1293, A.D.
The Wey-Necked Tree.

Phallie Worship.
Short Notices of New Books and Literary Intelligence.

Notes and Queries on Eastern Matters.—Chinese Anti-Opium Associations.
Publications of the Hongkong Corresponding Committee of the Religious Tract Society.

Hongkong School-book Committee.
Chinese Wills.
Chinese Brooch-Learning Guild.
History of the Maritime Provinces.

Books Wanted, Exchanges, &c.

China Mail Office.
Hongkong, March 11, 1876.

Intimations.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any Repairs required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 455 Feet.
Breadth do., 92 "
Depth of Water, Springs, 24 "
do., Neaps, 21 "

The following Rates will be charged until further notice:—

Recoppering, including Dockage, Shoring, Labor, Fuel, Pitch, Tar and Oakum, 90 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 80 cents per Ton Gross Register.

For further particulars, apply to
W. B. SPRATT & Co.,
9, Praya East.
Hongkong, April 20, 1876.

For Sale.

FOR SALE.

In One Lot, or in Lots to suit Purchasers.

THE BUILDINGS, MACHINERY and LAND belonging to the BIEN HOA SUGAR FACTORY (Cochin China), consisting of:—

FIVE SUGAR MILLS, with accessories complete, Sheet-iron Troughs, Copper Boilers, Vacuum Pans, Five Turbines with Independent Engines, Concretors, &c., &c., &c.

Machines for Adjusting and Fitting, Turning Lathes, Boring-Machine, &c., &c., &c.

One Gas Machine.
One Steam-Crane.

Spare Materials, Iron and Copper Pipes of various dimensions, &c., &c.

One Tug Boat, 60 H.P., 70 Tons, in good order.

One Steam Launch.
Fifteen large native Cargo Boats, in good order.

The Land and Buildings of the Estate, situated on the River.

The Estate of Locan Bienhoa Province, comprising an area of about 300 Hectars, mostly cultivated.

Apply to
THE BANQUE DE L'INDO-CHINE, SAIGON.
April 25, 1876. my25

NOW READY.

RENG-SHUI, or, THE RUDIMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. REBEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION, in three Lectures. By Dr. E. J. REBEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co.
Hongkong, July 31, 1873.

To Let.

THE Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 31, Queen's Road, lately in the occupation of Miss GAZETT.

The Store and Premises, Nos. 42 and 44, Queen's Road, lately in the occupation of Messrs DUBOIS & Co.

The Dwelling House and Office, No. 1, Wyndham Street.

(Also with occupation from 1st May next.)
The Dwelling House No. 46, Peel Street, now in the occupation of Mr HATSCHLID.

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr. SROU.

The Dwelling House No. 2, Gough Street, occupation from 1st June.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, May 1, 1876.

TO BE LET—For a Term.

A COMMODIOUS and Substantially Built 4-Roomed HOUSE (with Orangerie Lawn, Flower and Vegetable Garden and Servants' Quarters attached) on the KOWLOON PENINSULA—Commanding excellent Views of the Harbour, &c., and situate within 8 minutes walk of the Landing Jetty. Possession to be had on the 1st Proximo.

For further information, apply to
MR. STEPHENS, Solicitor.
2, Club Chambers,
Hongkong, May 8, 1876.

TO RENT CHEAP.

OFFICES and Godowns, No. 68, Praya, lately occupied by Messrs TAYLOR & THOMPSON. Also OFFICE and Godown situated in the rear of the Messageries Maritimes Office.

Apply to
LAI HING & Co.
Hongkong, March 30, 1876.

TO LET.

HOUSE No. 5, Zeland Street.
House No. 9, Seymour Terrace.
DAVID SANBORN, SONS & Co.
Hongkong, May 10, 1876.

HONGKONG MARKET PRICES.

Corrected to Saturday, May 6, 1876.

At 1090 Cash per Dollar Mexican.

Highest Low Cash.

Butcher Meat.

Racon, English, lb. 400 300
Focchow, 170 199

Beef, airloin and prime cut, cy 200 180
Best Corned, catty 160 140

Roast, 180 160
Soup, 100 80

Steak, 180 160
Bullocks' Brains, per set 80 70

Tongue, fresh, each 300 250
Head, corned, 450 400

Heart, 160 140
Feet, 80 60

Kidneys, 100 80
Tail, 160 120

Liver, catty 120 100
Tripe (undressed), catty 60 40

Calves' Head and Feet, set 600 500
Hams, American, lb. 350 300

Chinese, 200 160
English, 400 360

Mutton Chop, 200 180
Leg, 200 180

Shoulder, 180 140
Liver, 130 120

Pigs' Chittlings, catty 60 50
Feet, 120 110

Fry, 110 100
Head, 110 100

Heart, 70 60
Kidneys, 70 60

Liver, 120 110
Pork, Chop, catty 140 150

Corned, 160 140
Leg, 160 160

Fat of Lamb, 180 120
Sheeps' Head and Feet, set 350 380

Heart, 70 60
Kidneys, 80 70

Sticking Pig, 1700 1400
Veal, 180 160

Capons, catty 200 180
Ducks, catty 110 100

Eggs, Hen, doz. 100
Duck, 120

Salmon, 180
Fowls, catty 180 160

Geese, 130 120
Partridges, each 320 300

Pheasants, Canton, pair 50
Pigeons, each 150 140

Quail, 100
Snipe, each 120 110

Teal, 250 200
Turkeys, Cook, catty 550 400

Hen, 400 380
Wild Ducks, Canton, each 600 480

Bombay Ducks, per hundred 200
Carp, catty 110 100